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Throttle control device for a hand held tool

This invention relates to a throttle control device for a hand held tool, such as a chain saw, which is provided with a wire for transmitting a motion from a throttle control lever arranged at a tool handle to a throttle valve.

In conventional combustion engines that are provided with carburetors the carburetor comprises one or several throttle valves with associated return springs that are connected to a throttle control lever via a bowden cable. The spring or springs are designed such that they safely can pull the throttle valve back also under bad conditions such as when the motion is influenced by dirt and freezing temperatures. For this reason the springs have to be rather strong which means the force transmitted to the control lever increases considerably. Since a finger acting on the throttle control lever is very sensitive for these type of forces such forces causes discomfort and might lead to injuries for the operator.

The purpose of this invention is to create an arrangement that does not have the drawbacks mentioned above and that makes it possible to increase the length of the wire motion as well as to reduce the forces needed to depress the throttle control lever. This is achieved by means of a device having the characteristics mentioned in the claims.

An embodiment of the invention will now be described with reference to the accompanying drawing on which Fig.1 is a vertical section of a part of a chain saw whereas Fig.2 is the same view but with the interesting parts in an enlarged scale.

A chain saw with a combustion engine has a chassis 10 enclosing a combustion engine, a fuel tank and a gear for driving a saw chain which is arranged on a guide bar. The engine is provided with a carburetor having a throttle arrangement with a spring loaded throttle valve. The chassis has a handle 11 that is provided with a throttle control lever 12 and a safety lever 13. The throttle control lever 12 is pivotally arranged with respect to the chassis 10 and is turned about an axis 14. The throttle control lever 12 co-operates with a wire arm 15 that is shaped as a pulley and is turnably arranged about an axis 16.

One end of a wire 17, that is an inner part of a bowden cable 18, is secured to the wire arm 15 whereas the other end of the wire is secured to said throttle valve arrangement (not shown) in the combustion engine carburetor. The throttle valve arrangement is under the influence of one or several springs that creates a pulling force on the wire arm 15 whereas the cover of the bowden cable 18 is secured to the chassis 10.

The throttle control lever 12 as well as the wire arm 15 are provided with co-operating teeth 19 and 20 designed such that when the throttle control lever is turned about the axis 14 a corresponding turning motion is created for the wire arm 15 about the axis 16 thereby pulling the wire to the right in the figures.

The safety lever 13 is turnably arranged about an axis 21 and has a portion 22 that comes into engagement with a projection 23 on the throttle control lever when the throttle control lever is acted on without first depressing the safety lever 13. The safety lever 13 as well as the throttle control lever 12 are under the influence of springs 24 and 25. The springs 24, 25 constitute the two end parts of a coiled thread spring that is secured to the chassis 10.

The device operates in the following manner. When starting the engine the safety lever 13 is depressed which means that the portion 22 comes out of engagement of the projection 23 such that the throttle control lever 12 can be activated. When the throttle control lever is pivoted about the axis 14 the teeth 19 will act on the teeth 20 of the wire arm 15 which means that the wire arm starts to pivot about the axis 16 thereby pulling the wire 17 against the spring forces of the throttle arrangement in the carburetor. When the throttle control lever 12 and the safety lever 13 are released the springs 24, 25 will push these two levers back to their original position which means that the throttle control lever can not be activated before the safety lever is again depressed. During the return motion of the throttle control lever the teeth 19, 20 will also, by means of the spring 24, co-operate to turn the wire arm 15 back to its original position.

Claims

1. Throttle control device for a hand held tool, such as a chain saw, which is provided with a wire (17) for transmitting a motion from a throttle control lever (12) arranged at a tool handle (11) to a throttle valve **characterized in** that one end of the wire is secured to a wire arm (15) movably arranged with respect to the tool and being provided with one or several teeth (19,20) cooperating with corresponding means on the throttle control lever (12).
2. Device according to claim 1 **characterized in** that the throttle control lever (12) and/or the wire arm (15) are turnably secured to the tool.
3. Device according to claim 1 or 2 **characterized in** that the wire (17) is a part of a bowden cable (18).
4. Device according to any of the preceding claims **characterized in** that the throttle control lever (12) cooperates with a safety lever (13) that prevents the throttle control lever from moving if the safety lever is not activated.
5. Device according to any of claims 1-3 **characterized in** that the throttle control lever is (12) under the influence of a first return spring (24).
6. Device according to claim 4 **characterized in** that the safety lever is under the influence of a second return spring (25)
7. Device according to claim 5 or 6 **characterized in** that the first and second springs is one common detail.



Abstract (fig 1)

This invention relates to a throttle control device for a hand held tool, such as a chain saw. The tool is provided with a wire (17) for transmitting a motion from a throttle control lever (12) arranged at a tool handle (11) to a throttle valve. One end of the wire is secured to a wire arm (15) movably arranged with respect to the tool and being provided with one or several teeth (19,20) co-operating with corresponding means on the throttle control lever (12).

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